

12,000 Drafted Men Are Transferred to New U. S. Guard

Militia Bureau Resumes Or- ganization of Force for Home Duty

Will Relieve Regulars

Nine Battalions Will Guard Eastern Munition Plants and Shipyards

WASHINGTON, May 11.—Organization of the United States Guards was resumed to-day by the War Department's Militia Bureau. The department has placed at the disposal of Major General Jesse M. Carter, chief of the Militia Bureau, 12,000 drafted men who, after training with the National Guard or National Army divisions, have been found disqualified physically for general military service.

It is intended to recruit twenty-five battalions of four companies each, a total of 16,000 men. When the project was first approved some weeks ago twelve companies were organized and are now in service. Volunteer enlistments will be accepted to a limited degree through the regular army recruiting offices, but only men who have had prior military service and who can produce the best discharges will be eligible.

The twenty-five battalions will be distributed among the military departments as follows:

Northeastern Department, 3; Eastern Department, 9; Southeastern, 2; Central, 2; Southern, 5; Western, 4.

There will be required, in all, 775 officers, and these will be commissioned upon recommendation by General Carter, who will base his action on the result of examinations. The organization will be utilized to release an equal number of Federal troops now engaged in guard duty at munition plants and shipyards. The force will not be used on the battlefields of Europe "for the present," officials of the War Department said.

The United States guards will be armed with the Russian rifles and ammunition and will carry the old model of infantry equipment.

125 to Get Free Auto Trip to Upton To-day

The American Automobile Association gives another one of its free runs to Camp Upton this morning. On this trip, the seventh in the New York-Yaphank transportation service, 125 persons will be taken to the Long Island and cantonment, according to James A. Hemstreet, A. A. A. secretary and director of the free motor service.

The tourists will head for the National Army camp at 8:03 a. m. Parties will start from the Maine Monument, Columbus Circle, and the headquarters of the Long Island Auto Club, Bedford Avenue and Halsey Street, Brooklyn. The American Defence Society has supplied its usual two sightseeing cars for to-day's run. The tourists are due at the camp not later than 1 o'clock and are scheduled to begin the return trip at 5 p. m.

Every U. S. Soldier Sails Fully Armed

WASHINGTON, May 11.—Although American troops are going overseas in large numbers, the ordnance department has been able to keep up with the new programme, and every soldier who boards a transport is fully equipped

with arms, the ordnance bureau announced to-day. Artillery and machine guns already are in France in sufficient quantities, it was said, to meet immediate demands.

The statement said: "The army ordnance department has thus far met every demand imposed by the new programme for overseas shipment of American troops."

"Despite the great acceleration in sending American forces to France no infantryman goes aboard without a United States model 1917 rifle (modified Enfield), bayonet, belt, haversack, pack carriers, bandoleers, bayonet scabbard and full mess equipment."

"Tonnage is to-day a limiting factor in the shipment of ordnance material overseas, especially because of the present necessity of increasing the transport of infantry regiments. Sufficient supplies of artillery, French 75-millimetre and 155-millimetre, and American heavy railway artillery are ready in France to meet the present demand. Sufficient machine guns are also immediately available for American forces in France."

Activity of Thieves Causes Embargo on Shipment of Silk

Industry Seriously Ham- pered as Result, Merchants' Association Asserts

Because of the activities of thieves in and about New York City railroads are refusing to accept silk for shipment, and the industry, which centres about the metropolis, is being seriously handicapped, according to a statement sent out yesterday by the Merchants' Association of New York.

The association also made public resolutions it has adopted calling upon New York police officials to make special efforts to break up the activities of silk thieves here. Correspondence urging the United States railroad administration to investigate also was given out.

"Silk," reads the association's statement, "is so valuable a commodity that thousands of dollars' worth may be carried away in an automobile. It is the prey of thieves all over the country, but especially about this city, because much of the silk is produced in the New Jersey and Connecticut sections of the metropolitan district."

"So serious have the thefts become that the railroads have been attempting to carry into effect a policy of refusing altogether to accept silk for shipment, despite the requirement of the law that they must accept and protect any kind of merchandise offered to them for shipment."

Protective Measures Hold Down Jewel Robberies

The annual report of the Jewellers' Security Alliance, which has just been issued, gives an interesting review of the activities of thieves, swindlers and the like so far as the jewelry trade is concerned. Comparatively speaking, the report says 1917 was a decidedly bad year for the thieves, due largely to the measures now being taken to protect jewelry stores. All told, 662 crimes were committed, the value of the loot being \$440,000.

Window smashing, the report shows, was the most popular method of stealing, no less than 204 such cases being reported. Chicago proved to be the most lawless city in the country so far as jewel robberies were concerned.

Lawyers Warned Against Aiding in Draft Changes

Should Be Careful Not to Obstruct Boards, Taft Tells Them

New York City lawyers are warned that it is "disloyal and unprofessional" to persist in efforts to obtain deferred classifications for draft registrants whose cases have already been passed on by proper draft officials in a statement by Henry W. Taft, chairman of the war committee of the local bar, yesterday.

"Martin Conboy, director of the draft here," reads Mr. Taft's statement, "has informed the war committee of the bar that in a great number of cases where the claims of registrants have already been carefully considered and determined affidavits are being prepared and filed by lawyers with the director of the draft and the local exemption boards throughout the city and are being urged as the basis for reopening the cases so as to obtain a deferred classification."

"These affidavits," he says, "are 'imposing in their looks,' but of no value to the registrants." The persistence with which the claims are being pushed, the director of the draft believes, is due to the efforts of the lawyers to obtain fees from registrants who are either too ignorant to protect themselves or are unduly solicitous to escape serving their country. Mr. Conboy informs this committee that the whole matter is a "source of vast annoyance to the officials in charge of the selective service and is seriously interfering with the proper enforcement of the law."

"Whether it is unprofessional for members of the bar to accept pecuniary retainers from registrants or not, it is certainly clear that patriotism and professional duty should deter lawyers from representing registrants, particularly those whose cases have once been passed on, unless, upon a conscientious examination of the facts, they satisfy themselves that injustice has been done."

"Except in such cases, persistent and partisan efforts to obtain a deferred classification are disloyal and unprofessional. Registrants can procure all proper assistance, without paying compensation, from members of the Legal Advisory Board, and lawyers consulted by registrants should inform them of that fact."

Cadets in Runaway Balloon

SAN ANTONIO, Tex., May 11.—Two cadet observers who were in an army observation balloon which broke away at a balloon field near here to-day reached the field to-night by automobile.

The camp adjutant refused to make public the names of the observers or the circumstances under which they landed from the runaway gas bag. It was assumed, however, that the cadets escaped by means of emergency parachutes.

The balloon escaped from its moorings shortly after noon to-day, when the cable parted as the gas bag was being drawn down after a practice flight. It ascended to a great height and sailed rapidly northward. The air squadron from Kelly Field gave pursuit, but the balloon was soon lost to sight. It landed thirteen miles north of Austin after bounding along the ground for several miles before settling.

Army of 3,000,000 Expected in a Year

WASHINGTON, May 11.—More than 1,800,000 men have been called in the draft so far, and either are in France,

in camp or under call to go into service before June 1.

The total of 1,800,000 includes all men summoned in the May contingent. There is every indication that even a larger increment will be summoned in June than was summoned in May, and a progressive monthly mobilization increase will continue through the summer and fall months as the cantonments are expanded.

It is expected that, at such a rate, the army will reach a full strength of well over 3,000,000 within the next twelve or thirteen months. It is possible, some officers say, that the number will be closer to 5,000,000 than 3,000,000.

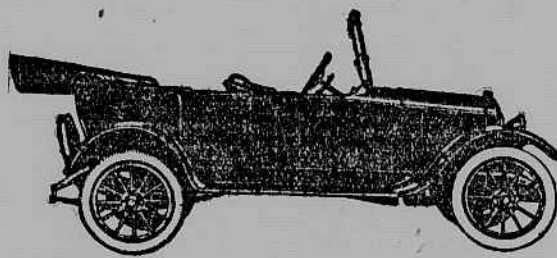
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**War Finance Corporation
To Hold Session Monday**
WASHINGTON, May 11.—Directors of the War Finance Corporation will meet here Monday to take the oath of office and to discuss preliminary plans for organization. A number of appli-

cations for financial assistance from the corporation already are on file at the Treasury, and some of the most urgent will be taken up before permanent organization is worked out. The capital issues committee also will meet here next week to take over the work of the Federal Reserve Board's committee.

Daniels Commends 9 Seamen
WASHINGTON, May 11.—Secretary Daniels to-day commended nine men of the United States ship Parker for gallantry and heroism displayed in the rescue of survivors of the steamer Glenart Castle, sunk February 26.

30 Miles Per Gallon! How Near do You Come to That?



"More Miles Per Gallon"

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"Claims are all right—but only proofs count."

That was the caption to a recent Maxwell advertisement.

You've read it of course. If you didn't, you've missed something.

In that advertisement we stated no claims were made for Maxwell motor cars that had not been proven.

For example, that 44 days and nights non-stop test during which a standard stock model Maxwell covered 22,022 miles at an average speed of 25 miles an hour, was made under supervision of the A. A. A. officials—every minute of the time.

That test made the Maxwell the long distance champion of the world.

It proved the reliability of this car.

Then we set out to prove that this Maxwell gives a greater mileage per gallon of gasoline than any other car.

First we asked 1000 Maxwell dealers to make, all on a certain day, a "gasoline economy" run. They did, and the average was 27.15 miles per gallon.

"Good!" you say.

Yes—but not for a Maxwell. Big as the mileage was, we knew it wasn't what an average Maxwell ought to do.

General Manager Flanders had a hunch that one thousand Maxwell owners would beat that record to a frazzle.

You see, he figured it this way—and events proved he was right:

The average dealer or garage man is a "bug" on carburetor adjustment. He thinks he is an expert. If you ask him, he will admit that he knows more about how to make a carburetor and how to adjust one than do all the Maxwell engineers!

He'll admit that—reluctantly and bashfully 'tis true—but if you are adroit you can extract the confession from him.

So Mr. Flanders opined that these experts had very carefully adjusted their carburetors—and failed to obtain the results they should.

And he figured that owners wouldn't do that—they would just drive their Maxwells as they came from the factory.

And, let us say here, just as it comes from the factory, a Maxwell is pretty nearly a perfect automobile.

So we offered \$50,000 in Liberty Bonds, to be divided among Maxwell owners, for a gasoline economy test.

We hoped one thousand would enter—more than three thousand did.

Such is the enthusiasm of Maxwell owners!

The conditions were that only owners or members of their own families could drive, and the car must be their own.

The observers must be local newspaper men, or owners of other makes of cars. Get the point?

Of course you do—owners of other makes would naturally be critical and just a trifle skeptical.

But we had another object in this—we knew that every Maxwell would carry three prospective buyers—if the Maxwell made good under their own supervision. And we knew it would!

A little red tank—holding a fraction of a gill less than one gallon—was furnished each contestant.

Attached to the dash, that tank attracted a lot of attention.

"But why the fraction less?" you ask.

To compensate for the amount of gasoline held in the tube running from tank to carburetor.

Each owner drove till his tank was empty—then he had to stop.

And those three thousand Maxwell owner-drivers, over all kinds of roads, in all climates, in every state, averaged 29.4 miles per gallon of gasoline. Every record was attested under oath too.

One owner actually made 51 miles on his gallon.

It was almost incredible but a careful checking of the route, measurement of the tank and statement under oath of the three observers proved he had actually done it.

The 500 highest obtained mileages ranging from 35 to 51 miles

Our plan of inviting owners of other makes of cars to act as observers and checkers, worked out fine—thousands of sales can be traced directly to that.

In at least one case, all three observers sold their other cars and bought Maxwells within a month!

Our dealers had a lot of fun too with those little red tanks afterwards.

Here's a typical case.

Maxwell owner enters. In tones of undisguised skepticism says, "I see some owners average 29.4 miles on a gallon of gasoline. Got any cars like that to sell?—I'd like to buy one."

"Why, you have one already—your own Maxwell will do as well or better."

"You'll have to show me," he replies. "Why, I don't average eighteen miles per gallon."

"I'll show you," laughs the dealer.

In a few minutes a little red tank is attached to that Maxwell.

Owner himself measures the gasoline and pours it in, and the owner drives.

And in thousands of such cases no owner got less than 26 miles out of his gallon. From that time on, you may believe he was a Maxwell booster, right.

Many Maxwell dealers still do—and all should—keep that little red tank on demonstrating cars, to prove our claims of gasoline economy. It is an unanswerable argument—positive proof.

And we challenge any other car to prove its claims in the same way.

Sensational stunts can be performed with one selected motor, in the hands of experts and in ideal conditions.

Almost any motor car will perform creditably then.

But for three thousand cars of one make and of all ages—1915, 16 and 17 models—each driven by its own owner; each over a different route; in all parts of the country and on the same day, so that all kinds of weather from tropical to arctic were encountered;—

To average 29.4 miles per gallon under such conditions—that car must be a Maxwell.

Why Franklin Owners are Franklin Enthusiasts

A NOTICEABLE fact about Franklin owners is their enthusiasm in speaking of the car. And it's not at all strange. Suppose you had a car that gave you 20 to 25 Miles to the gallon of gasoline. Would you talk about it?

If your car delivered regularly 10,000 Miles and more to a set of tires—wouldn't you take considerable satisfaction in it—especially in these times? These figures are regular performances of Franklin Cars—and owners, being human, become Franklin enthusiasts.

Another reason is that waste today is unwarranted, and the Franklin *doesn't waste*. The Five Passenger Touring Car, because of its Scientific Light Weight, its Flexible Construction and the splendid materials which go to its making, does exactly what an automobile should do—it delivers an efficient motor car service, *economically*.

And the man who owns it knows he is conforming to the national need of economy.

One of these cars is now being shown in our sales room. See it and let us explain to you Franklin economy.

FRANKLIN MOTOR CAR CO.,
GLENN A. TISDALE, President

1830 Broadway, at 60th St., N. Y. 1176 Bedford Ave., Brooklyn
Phone Columbus 7556 Phone Decatur 4087

